

# STORY OF THE STORM TOLD BY JOURNAL'S CAMERA.



How It Looked to Ben Franklin.

Park row, opposite City Hall Park, was one of the first streets attacked by the street cleaners. (Photograph taken yesterday by a Journal artist.)

## WORK FOR EVERY MAN WHO HAS A SHOVEL OR WHO OWNS A TRUCK.

To the Editor of the Journal:

There have been 1,500 men of my department at work all day, and more are out to-night. The superintendent of each of the eleven street cleaning districts sees to the hiring of extra men and cars and to the dumping of the snow from his district. Our idea is to clean all the principal thoroughfares first, and this we have been trying to do to-day.

To-morrow morning all the men in the department, nearly 3,000 in Manhattan and the Bronx, will start to work energetically. The first thing to be done will be the removal of the garbage. Notwithstanding the fall of snow, this is very necessary. This work will take four hours, and the men will then go after the snow.

The extra men hired, and we will take all we can get, will aid materially in the work. I wish to emphasize the necessity of cars. Let every man who has a truck to let report to the superintendent of the district in which he lives. We pay \$3.50 for single trucks and \$4.50 for double trucks for a day. Each truck will be required to haul ten loads.

Such a tremendous snow fall was totally unexpected at this time, but we shall work day and night until the city is rid of the snow.

JAMES MCCARTNEY,  
Commissioner of Street Cleaning.

snow, near Fleischmann's bakery, were about a hundred gaunt men. They turned their ragged collars up about their ears and shivered and shook and moaned until the snow was up to their knees. They were waiting for a loaf of bread each.

The cafes shone warm and bright about them. Above them—between them and heaven—rolled the wild dragons of the storm. Some of them fell down and wept. Others crouched down until the cold and snow drove the blood back to their hearts and made them feel drowsy, and filled them with dreams of happier days. Some walked away, cursing. But the long line hung there, dumb and ragged, enduring the storm as brutes do until the good baker came and gave them bread.

The attractions of a white Christmas are many and varied, but it also has its disadvantages. Every inch of snow that falls in this city beyond two inches costs the taxpayers and business men of Greater New York \$300,000. Every inch represents theoretically 75,000 cubic yards.

The loss to Greater New York occasioned by the storm is estimated at \$875,000.

Late yesterday afternoon the main arteries of trade were being scraped into something like a condition of utility. Had the storm fallen during the middle of the week, the loss and general discomfort would have been much greater.

## REMOVING THE SNOW MEANS LOTS OF WORK.

Commissioner of Street Cleaning McCartney awoke early yesterday morning with the biggest task before him since he came into office.

Nearly a foot of snow covered the thirty-nine square miles of Manhattan and the Bronx, to say nothing of the 320 square miles of the Greater City. His men had been ordered on Saturday night to report at 6 o'clock yesterday. Nearly 2,000 of them shovelled and carted all day, but they removed only a small fraction of the great snow fall.

The Department of Street Cleaning was caught unprepared. The early snow was in a measure unprecedented. The contract for snow removal had not been let. But for the emergency ordinance, which allows the employment of extra men and trucks, a great calamity would have come.

Signs were hung out in the eleven street cleaning districts early yesterday calling for an unlimited number of men and wagons. Three thousand extra men and 1,000 private trucks were at work all last night. Practically all that had been done during the day was to dig paths through the street crossings.

Commissioner McCartney's plan is to clean the principal thoroughfares first. By midnight the snow along Broadway, the Bowery and the important cross streets had been piled ready for removal. Unless the temperature rises greatly it will take five days to clear the streets. To-day 1,500 private trucks and perhaps 3,000 men out of the department will be at work. The department will be able to burn out 5,000 men this side of the East River.

The outside men must own shovels and will get \$2 a day. The poor man without a shovel found himself only cursed by the snow yesterday.

## HAPPY DRIVERS ENJOY EVEN POOR SLEIGHING.

Runners ruled the road yesterday. Early in the day neither love nor money could secure the use of a sleigh, and from the extreme northern end of the Speedway to far down Fifth avenue there was one ceaseless jangle of sleigh bells.

Not that the sleighing was especially good. There was plenty of snow, but not the right sort. The snow was soft and yielding and a horse had to be in good condition and have a stout heart to make any show of pace. Drivers evidently resented this and "brakes" were few.

But the number of turnouts was amazing.

They varied from the utilitarian milk sled to the aristocratic family sleigh from Fifth avenue. The neat shell cutter with a single driver was in an overwhelming majority, and of the horses driven fully two-thirds were of trotting blood. Occasionally one would see a pair of a pair of them, but the interlarded horse is not at his best in slippery snow.

Jim Daly, the Yonkers horseman, reached the Mount Hope Hotel at 3:20 yesterday morning behind his bay mare Lady B, and won a quart bottle of champagne as the first arrival. Frank Hillert, the carriage manufacturer, was a close second.

George Fennell won the mug of wine offered to the first arrival at Huber's roadhouse on Thanksgiving Day, but no far the double mug for the first party of ten drawn by four horses has not been claimed.

John Quinn won the wine as the first to reach the Casino and the Magown's Pass Tavern in Central Park.

Colonel Thompson, of East Orange, formerly a law partner of Mayor Van Wyck, carried off the prize in the sleigh race to the American House in Bloomsbury. Lieutenant Governor Timiney L. Woodruff was among the 10,000 persons who went sleighing down the Ocean Parkway, Brooklyn. He had an imported Russian sled, blood red in color, and a coachman held the reins.

Senator Peter H. McNulty, Congressman Edmund H. Driggs, Captain Bertram R. Clifton, Justice William J. Gaynor, Justice Jesse Johnson, M. L. Towns, Surrogate Abbott and Captain Henry Hoffman were among others out for a ride.

C. E. Warren and U. S. Page won prizes as the first sleighers down the road.

## TROUBLE BROUGHT BY STORM TO RAILROADS.

New York, New Haven & Hartford Railroad—Through travel blocked. No outward bound train got further than Stamford from Saturday night till yesterday afternoon. Midnight express from Boston Saturday stalled near Springfield. Three trains from Boston stalled at New London. Train leaving New York at 11 p. m. Saturday stalled for hours at Meriden. Newspaper train from New York stalled at East Bridgeport, also Washington express. The "Postal" from New York, passed New London last night eight hours late.

Long Island Railroad—All traffic suspended on Eastern section. Train leaving Long Island City for Oyster Bay after midnight Saturday not heard from and supposed to be stalled somewhere. Train leaving yesterday well provisioned in case of blockades. Snow ploughs stuck in a twenty-foot drift near Hicksville. North division blocked yesterday morning for the first time in its history.

Staten Island Railroad—Huge drifts stopped all traffic from Clifton to South Beach. Train stalled near Tompkinsville at 10 o'clock Saturday night, and Tompkinsville train ran into it, wrecking the

### Cost of Snow Removal.

Here is the estimate of Street Cleaning Commissioner McCartney as to the cost of removing the snow:

3,000 Department men,	double duty, five days.....	\$30,000
5,000 extra men, five days.....		50,000
1,500 extra trucks, five days.....		30,000
Total cost.....		\$110,000

## SAT DOWN IN SNOW TO DIE.

John Martin Found Almost Frozen to Death in Tompkins Square.

"I sat down in the park to die. I had nothing to live for and thought I might as well freeze to death as to die in any other way."

Such was the statement of John Martin to the doctors of the Bellevue Hospital, who saved his life yesterday morning. He sat down on a bench in Tompkins square on Saturday night with the deliberate intention of freezing to death. That he was not successful in his attempt at suicide is due to the fact that he was found unconscious by two passersby at 2 o'clock in the morning and was taken to the hospital, where it was found that his hands and feet had been frozen.

A drunken attendant to Hook and Ladder Company No. 11 was passing through the park with a friend named Edward McGowan, who lives at Fifth street and Avenue D, when they came upon the man seated on a bench, with the snow rapidly covering him. They shook him and found that he was unconscious. Taking him to the hook and ladder house they gave him a good rubbing and a cup of hot coffee, sending a hurry call for an ambulance in the meanwhile. When he became conscious he said he had simply tired of living and wanted to die. The doctors at the hospital think they may save Martin's feet and hands, though it is doubtful. The man says he has no home.



### "All Blocked."

Long Island engine coming in reports that no trains can go beyond the plains. (Photograph taken yesterday by a Journal artist.)

## HORRORS OF THE BRIDGE ENTRANCE.

Shelterless, swept by the keen winds, and bedraggled by the wet snow, a thousand people stood at the New York entrance to the Bridge on Saturday night waiting for the privilege of paying five

shelter the public in times of storm, or to inform them that the cars on certain lines have stopped running, or are running at irregular intervals.

A shelter could be easily provided for such an emergency as this, but the trolley companies have received a present of their four million dollar franchises, and it seems apparent that no shelter will be built unless the city authorities go further in their kindness of heart and build it.

## STORY OF STORM IN WESTCHESTER COUNTY

Two feet of snow fell. All roads blocked by drifts. Trolley cars stopped. Newspapers fail to reach Mount Vernon. All church services abandoned. Carload of men stalled five hours by drifts between Yonkers and Mount Vernon.

## CARS ON CITY LINES STOPPED OR DELAYED.

Underground trolley roads—These were hampered most by the storm, as snow and ice prevented contact between wheels and tracks. Traffic on the Second, Fourth and Eighth avenue lines entirely suspended from 11 o'clock Saturday night until 5 o'clock yesterday, and on the Fifty-ninth street, Sixth avenue, One Hundred and Sixteenth street and Lenox avenue from 11 o'clock Saturday night until noon yesterday. Cars crossing the Bridge from Brooklyn were greatly delayed, but kept running.

Cable roads—Cars were not stopped, but were out from 15 to 30 minutes late. Schedules cut from six trips to four in ten hours.

Horse cars—Crosstown cars stopped from midnight Saturday until 7:30 a. m. yesterday. Then double teams were used. "P" railroads—Trains from 20 to 40 minutes late each trip. Run on six minutes less way instead of three, as usual.

Snow ploughs—New electric snow plough used on the trolley lines for the first time. It is a huge skeleton car, with a little house in the middle, in which is the machinery. The houses are at the ends of the car and revolve at great velocity, throwing the snow off the track. Twenty sweepers and 3,000 men were kept at work all Saturday night and yesterday clearing the tracks of the Metropolitan Street Railway Company.

## FORTY STALLED IN A TROLLEY CAR.

Forty persons, including a woman and her four children, narrowly escaped freezing to death Saturday night on a trolley car that became stalled in a lonely country district halfway between Passaic and Nutley, N. J. It was 8 o'clock when the car came to a standstill, and the conductor announced that it would be impossible to proceed.

The passengers made the best of it until midnight, when the supply of coal gave out and the fire in a small stove in the centre of the car went out. The cold was soon intense, and the passengers snuggled and huddled for warmth. A woodworker of the interior and rebuilt the fire. A passing wagon was hailed at 1 o'clock in the morning, and the drivers offered to take the woman and her children to a small roadside house a mile away, which was accepted. The others remained in the car until morning. The woodworker of the car kept a small fire until 3 a. m.

At daylight the men were numb with cold, and at this time John Bourke, janitor of a school house two miles away, who had heard of their predicament, appeared with coffee and sandwiches. After partaking of these the passengers tramped to the Nutley station of the Erie Railroad.

## FRANCE AND ITALY SWEEP BY GALES.

Paris, Nov. 27.—During the last twenty-four hours storms increasing in severity have raged throughout Southern France and Northern Italy. Much damage has been done at Marseilles, Cannes, San Remo and Genoa. Along the Riviera sea walls and sea fronts have suffered especially.

At Genoa the German cruiser Hertha, one of the convoy war ships during Emperor William's recent trip to Palestine, broke her moorings and came into collision with the Italian mail steamer Sicilia, both vessels being slightly damaged.

## If You Can't Sleep

the cause is pretty sure to be in the stomach. If that important organ be out of order, the nerves will be too, and disordered nerves keep you awake. Sound, refreshing, invigorating sleep is sure to follow the taking of...

It cures nervousness and dyspepsia in men and women.

Hostetter's Stomach Bitters

## EFFECT OF STORM IN RIVERS AND HARBOR.

Ferry Lines—Travel on every ferry line to Manhattan Borough was interrupted by the storm on Saturday night. The Thirty-ninth street, South Brooklyn ferry, suspended travel at 8 o'clock. All ferry lines resumed travel on schedule this morning.

Sound Steamers—The entire fleet of steamboats bound up the Sound was delayed by the storm. The Richard Peck, of the New Haven Line, and some of the other steamboats remained at their piers here until yesterday morning.

Steamship Fleet—Twenty steamships, including seven transatlantic liners, left their piers in New York Saturday, but not one of them passed Sandy Hook until yesterday forenoon, as the falling snow hid the channel buoys. Only three steamships entered this port yesterday. A fleet of sixteen is due.



Nearly all women look forward to the arrival of motherhood with so much dread and anxiety that only after the baby has safely arrived and made a warm little place for himself in the mother's heart, does she fairly realize that it was indeed a good angel who brought this new nestling to brighten and sweeten her life.

Women who are approaching motherhood with a sense of fear and solicitude, or in a weakened physical condition, need the help of that marvelous "Favorite Prescription," invented by Dr. R. V. Pierce, chief consulting physician of the Invalids' Hotel and Surgical Institute, Buffalo, N. Y., and designed expressly to restore healthy vigor to the delicate feminine structure involved in motherhood. It takes away all of the danger and most of the pain attendant upon motherhood, and confers on the baby that lusty hardiness which is a joy to a mother's heart.

At Chicago, Mrs. Lela Hoffman, of Clarington, Monroe Co., in a letter to Dr. Pierce, says: "I had always been healthy until four years ago, before the birth of my child. I suffered almost death a dozen times. Had what we call milk leg for four years. Could not stand it to be in my feet at a time following my delivery. Before my last baby was born, I had every symptom of a return of the trouble. My leg swelled badly. I read of Dr. Pierce's Favorite Prescription, and thought I would try it. I took six bottles, and when my baby was born I was not sick at all after I was out of labor, and I lasted twelve to fifteen hours. I am a well woman to-day, and have been since I got out of bed, when my little boy was nine days old. I give the credit all to Dr. Pierce's Favorite Prescription. I will never do without it during such a time."

## TRUSSES.

What is a ruptured person to do? where to go? The elastic truss cuts one up with heavy belts and leg-straps, while spring trusses hurt the bones. With our patent ball-bearing pad truss your hips and spine are free; no belts used. Our truss, with instructions obeyed, the surest cure. Price right. Information free.

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## How It Looked to the Birds.

(Photograph taken yesterday by a Journal artist.)

## STORM'S EFFECT ON STATEN ISLAND.

Island snowed under, the gale forming drifts fifteen feet high.

Railroad and trolley lines blocked and travel abandoned. Wagon roads drifted under and residents held prisoners in houses. Island helpless in case of fire for lack of an organized department.

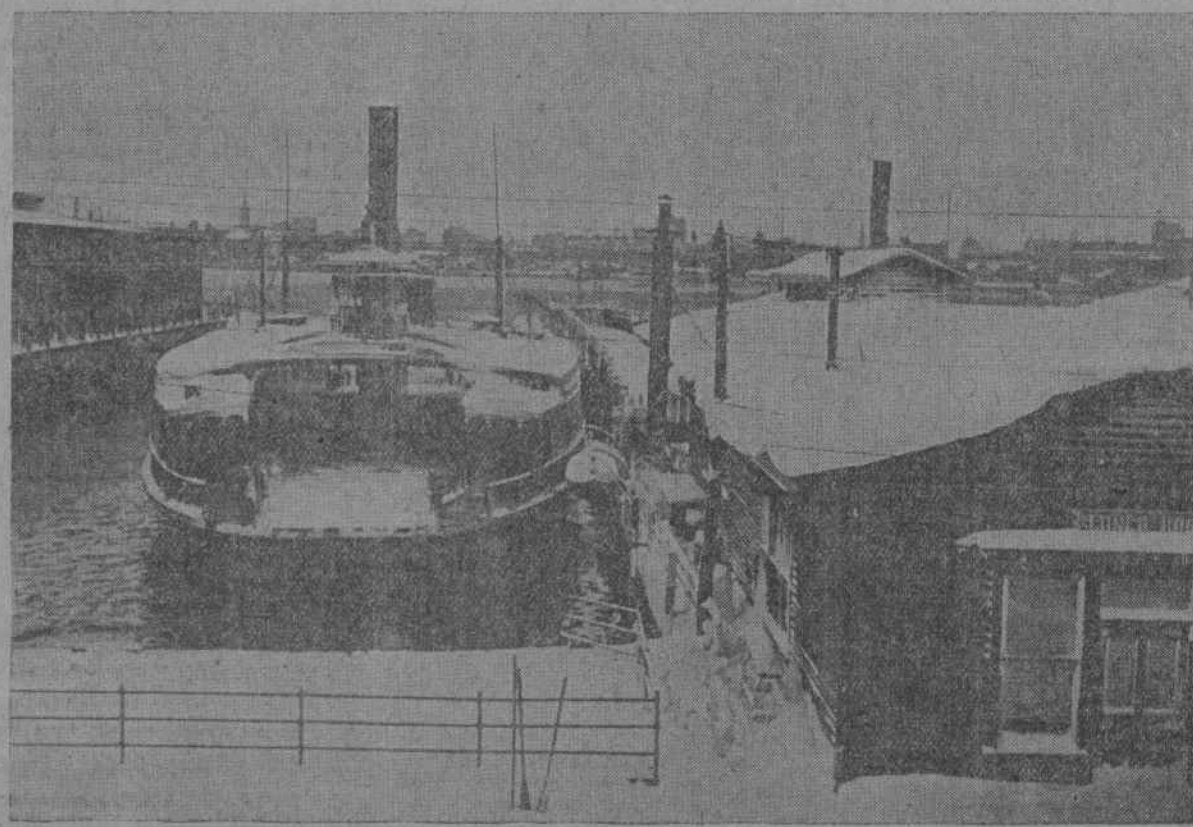
## STORM A HELP TO BARGAIN HUNTERS.

While the big snow will cause loss of trade to retail dealers it will be of assistance to their patrons. Those on the lookout for bargains will take advantage of the conditions of streets and weather, which keeps the crowds indoors.

cents to ride across the East River on the trolley cars.

Weak girls, thinly clad, stood about in the snow waiting for the cars that never came. Children walked, women in delicate health coughed dizzily, men cursed and raved, but there was no s. of the cars they were waiting for, and nobody was there to tell them the cars had stopped running.

And yet to the street car magnates the former bridge trustees gave the most valuable municipal franchise in the world. A privilege worth millions of dollars given away for practically nothing seems to bring with it no obligations whatever to



### "Laid Up."

(Photograph taken yesterday by a Journal artist.)